

The Charleston Daily News

BY E. B. MURRAY & CO.

ANDERSON, S. C., THURSDAY MORNING, FEBRUARY 5, 1880.

VOLUME XV.—NO. 30.

TWO STORIES OF BRAVE MEN.

Number One—Gen. Johnson Hagood and a Federal Hero.

Correspondence News and Courier.

WASHINGTON, January 14. Two memorable incidents of the late war, which excited more or less attention at the time of their occurrence, have been recently recalled to recollection under circumstances that invest them with a new interest. Many of General Johnson Hagood's old soldiers will doubtless recall the circumstances of the first affair, while some members of Gen. Kershaw's brigade can perhaps testify more in detail to the facts of the second.

For the information of your other readers, however, it should be briefly stated that on the 21st of August, 1864, Gen. Hagood's brigade, with five others, were ordered to carry a strongly entrenched Federal position on the Weldon road, near the Yellow Tavern, a few miles from Petersburg, Virginia. For some reason only two brigades of Gen. Hagood's command went into action, and Gen. Hagood, at the head of his men, swept over and beyond the first line of entrenchments in a charge that carried all before it.

At the second line they were confronted by overwhelming numbers, and met such a close and desperate resistance that advance was checked, and further progress being manifestly impossible, the command halted and endeavored to maintain the unequal fight where it stood. Being wholly unsupported, however, and it plainly appearing that the assault had failed on this account, retreat was inevitable.

At this critical moment a mounted officer dashed out of the Federal breastworks, and, riding down the Confederate ranks, commanded the men to throw down their arms and surrender themselves prisoners. A number of brave officers and men, however, defied the challenge, and, obeyed the order almost mechanically, and the officer had already taken the colors from the hands of the ensign, when Gen. Hagood, who was on foot and at some distance, discovered what was taking place, and recognizing the necessity for prompt action, ordered his men to shoot the officer on the spot.

This order was not heard, or at any rate was not obeyed, and firing his pistol at the bold rider without effect, General Hagood advanced rapidly toward him, and demanded that he should give up the colors on the instant. The officer replied that he would not do so, and that Gen. Hagood was himself a prisoner. Gen. Hagood replied that no one but himself had any authority to surrender, that he did not propose to do so, and again demanded the flag to be given to him, adding that the officer was at that moment in his hands, and that he had no choice.

By this time the officer was shouting "Yon have made a brave fight, General," responded the brave and determined Federal, "but if you will look behind you, you will see that you are lost." A single glance in the direction indicated revealed to Gen. Hagood that the Federal position was untenable, and that his command was surrounded. There was not a moment to be lost. Gen. Hagood presented his pistol and peremptorily demanded, "Will you surrender that flag, sir, immediately—yes or no?"

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pleasure given me by the receipt of your letter—the knowledge that your word had not proved mortal. We were both under different circumstances, endeavoring to do our duty, and your gallant bearing made a profound impression upon me. It will be a matter of great satisfaction to me if I shall have contributed in the least by the statement enclosed to your obtaining from the government the recognition of your services which they so well deserve.

I am, very respectfully,
JOHNSON HAGOOD.

Gen. Hagood's affidavit, which by reason of its legal character and intent necessarily omits the details of the conversation that occurred during the fight, together with other incidents supplied in the first portion of this article, is as follows:

STATE OF SOUTH CAROLINA,

RICHMOND COUNTY.

Personally appeared before me, D. B. Miller, Clerk of the Court of Common Pleas of the County and State aforesaid, Johnson Hagood, who, being duly sworn, deposed and says as follows:

That, the deponent is now Captain in the 1st South Carolina Infantry, in the service of the Confederate States, and was, during the late civil war, in the service of the Confederate States, commanding a brigade of the division of the Army of Northern Virginia.

That on the 21st of August, 1864, his brigade, then temporarily reporting to Major General Kershaw, was with his command ordered to assault the Federal position on the Weldon road, near Globe Tavern, a few miles below Petersburg.

That when his brigade had reached the Federal intrenchments and was struggling to carry them, it became apparent that the assault would fail, the other brigades not co-operating vigorously as directed.

That the Federals pushed out a deployed line behind him to cut off his retreat, and at the same time he saw among his men a mounted Federal officer, who had apparently come through a support.

This officer had seized a regimental flag, and demanded a surrender. Some officers and men had surrendered, but were not carried in; others refused but just around him ceased fighting. Firing had ceased nowhere from the Federal line, and nowhere else from the Confederate line.

Dependent on the Federal line, he shot at the Federal line and fell back in retreat. They either did not in the noise of battle hear the order, or bewildered by the surrender of part of their number, failed to obey. It was a critical moment demanding decision and immediate action. In a few moments the disposition to surrender about the Federal line, and the brigade would have been lost. Dependent approached the officer, demanding the colors, and that he should go back into his own lines, telling him he was free to do so. The officer decisively refused, and the deponent shot him through the body.

After the deponent had shot the officer, he found the deponent led his men in the line in the rear, and succeeded in bringing off the larger part of his command. Dependent learned a few days afterward, from Northern papers received through the lines, that the officer referred to was Capt. Dailey, of General Cutler's staff.

The attempt of this officer to secure the surrender of a whole brigade came very near succeeding. It was one of the most daring feats witnessed by deponent on either side during the war. Upon the chance of securing prize money, he risked his life, for he was while in the Confederate line in as much danger from the fire of his own men as from his enemy.

Dependent further says that he makes this affidavit at the request, received through the mail, of D. B. Kershaw, of Council Bluffs, Iowa, who informs him that he is the Capt. Dailey referred to; that he is disabled from this and other wounds, and is applying for a pension from the United States Government.

Dependent knows no one named Captain Dailey, except on the battle field as described; has no pecuniary interest whatever in the application by him for a pension, and complies with the request for a statement of facts in the hope, most sincerely entertained, that it may benefit a brave soldier.

JOHNSON HAGOOD.

NUMBER TWO.

The hero of the second incident was a Confederate soldier, a private in one of the companies of Gen. J. B. Kershaw's brigade. I do not know his name, and his story, so far as it could be related by my informant, was a brief one.

Dependent knows no one of his old comrades who supply his name and a better account of his daring deed.

The facts as told to me were that during the battle of Fredericksburg, and after the Federals had been repulsed with frightful loss, in order of their march, they were ordered to the earthworks, and if you ever heard the name and rank of such officer, state upon information.

My rank at the time was that of Captain, and I was then upon Gen. Cutler's staff, who commanded the division with which you came in contact.

After making application for pension, and desire to your certificate in that way. Should you see fit to favor me by it, be kind enough to sign and verify the same before the clerk of one of your courts of record, who will affix his seal to the same. With the wound inflicted on the 31st of March, 1865, at Gravelly Run, I am almost totally disabled. The ball from your pistol entered my right side and penetrated to my backbone, from which place it was, after a long time, extracted. Your certificate will be of great value to me. Should you see fit to favor me with it, please do so at your very earliest convenience.

I am very respectfully yours,
D. B. DAILEY.

COLUMBIA, S. C., Aug. 18, 1879.

Capt. D. B. Dailey, Council Bluffs, Iowa.

MY DEAR SIR: Your communication of the 7th instant, requesting from me a sworn statement of the facts connecting you and myself with the combat, on the 21st of August, 1864, upon the Weldon road, with the view of being used by you in an application for a pension, was received a few days ago.

Enclosed you will find an affidavit of the facts as I saw them, and which in all important particulars I believe to be correct. It is made out from memoranda taken at the time.

I have never before given a detailed statement of the incidents of the war, and the subject emanated, directly or indirectly, from me. Capt. Young, to whom you refer, was not a member of my brigade, and I do not now recollect ever having met him. His account is based upon the general army rumor of the day.

Nothing daunted by his severe wound, the noble fellow kept steadily on his errand of mercy, and moved about among his prostrate fellow-creatures distributing the water they so much craved as he went.

The singular spectacle seemed at last to have attracted attention in the Federal ranks, and several officers could be seen intently watching him through their field glasses, as though to satisfy themselves that they were not mistaken as to his purpose. Recognizing the work he was performing, and the danger he was in, they suddenly stopped the firing in his direction, which had indeed increased upon his first appearance. The Confederates followed their example, and in a few moments more a number of his comrades had joined the brave man in his self-imposed task. When it was accomplished all returned to their own lines, and the battle was renewed.

The sequel is a sad one. The same courageous spirit prompted the brave fellow to attempt a like effort in the battle of the Wilderness a little later, and he was shot down in his tracks and instantly killed, almost at the outset of his attempt, with the canteens wet in his hands.

I am informed that an effort was made to have a pension bestowed by the United States government upon his helpless widow and orphans, and it is not anticipated that much objection will be made. Surely none should be made.

The Blue Ridge Railroad—Hopes of its Completion.

The recent activity in railroad centres looking to the establishment of through trunk lines from the West to the Atlantic seaboard, has aroused the friends of the old Blue Ridge Railroad to the importance of its early completion, and with a view of securing attention to this once popular, but of late years neglected enterprise, its claim to preference is again put forth in the most earnest and confident manner. It is the route selected by the projectors of the railroad system in South Carolina, when that system tended to the development of the commercial and material interests of the State. Numerous surveys were made of all the gaps in the Blue Ridge mountains which lie accessible to lines of railroad crossing these mountains from this State, and after mature deliberation it was selected as the best and most desirable line to the West, both in its bearing upon the commerce of Charleston as a State at large, and the State at large.

On the Blue Ridge Railroad the grade is but seventy feet to the mile, which is lower than the grade of any line that has yet crossed the mountains, and fifty-six miles to the miles less than the grade with which the Baltimore and Ohio road passes them. This is, of course, a very great consideration in the adoption of a route intended for freight purposes, and is one of the greatest advantages the Blue Ridge line has over others. It is also a central line passing directly to Knoxville and the West without dependence, this side of Knoxville, upon any other railroad uniting with the main line, where its connection with Charleston is natural and easily controlled by the interests of the Greenville and Columbia and the South Carolina Railroads. Its control in the interest of Charleston possesses us of the Raubun Gap, and the road to the Augusta and Knoxville, which might in the future prove inimical to the trade of Charleston and the material development of the State.

The soundness of these views is generally admitted, and the trouble in the case is one of finance. The road is an expensive one to build, and many have thought it would be too costly. There are, however, other roads on this account. In reply, the friends of the Blue Ridge Railroad present the condition of the road as gathered from the report of the President, Gen. Harrison, to Governor Orr in 1868, which may be briefly summed up as follows:

From the length of road from Anderson to Knoxville 196 miles of which 62 miles lie in North Carolina, 17 in Georgia, 73 in South Carolina, and 64 in Tennessee, 3,749,423 cubic yards of grading to be done, of which 80 per cent. is finished, leaving 729,629 to be done. There are 78,718 cubic yards of tunneling, of which 66 per cent. is finished, leaving 26,680 to be done. There was 28,490 cubic yards of bridging and masonry, of which 74 per cent. is done, leaving 7,334 cubic yards. In square drains and culverts there was 10,471 cubic yards, of which 84 per cent. is done, leaving 1,370 cubic yards.

In Georgia there was 1,362,643 cubic yards of grading, of which 45 per cent. is done, leaving 747,352. In tunnelling there was 44,639 cubic yards, of which 15 per cent. was done, leaving 37,657 cubic yards, of which, however, about three-quarters, or 28,611 cubic yards, had been done. There were 7,347 cubic yards of masonry, of which 46 per cent. is done, leaving 3,977 cubic yards. In square drains and culverts there was 15,326 cubic yards of which 75 per cent. is done, leaving 3,795 cubic yards.

In Tennessee there was 1,812,373 cubic yards, of which 30 per cent. is done, leaving 1,267,911 cubic yards. In tunnelling there was 1,045 cubic yards yet to be done. In bridge and arch masonry, 2,681 cubic yards had been done, leaving 1,744 cubic yards. In square drains and culverts 48 per cent. has been done, leaving 6,844 cubic yards.

In North Carolina no work has been done, leaving 2,146,252 cubic yards of grading, 24,496 cubic yards of tunneling, 2,681 cubic yards of bridge and arch masonry, and 11,068 cubic yards of square drains and culverts.

Since this report was made, a new line marked out for the road avoids the tunnel in this State, and passes the mountain with a short cut of fifty feet, so that the charge for tunnelling in South Carolina will be without the least doubt, less.

The new survey makes numerous improvements upon the line and greatly increases the cost of its completion, so that the friends of the road calculate that by this survey it can easily be built through to Knoxville at a cost of two or three and a half millions of dollars, as the most liberal calculation.

In order to put the road in shape for completion and secure the necessary means, the Legislature will be called upon to give certain rights and immunities to any person or persons who will complete it within a definite period, and some of the Counties along the line proposed to make liberal corporate advances to aid in this purpose. The object is a worthy one, and the Legislature should not hesitate to grant such privileges as may be reasonable to advance the construction of a direct, feasible and greatly desirable Western connection, which will give to Charleston the advantages her position as a port entitles her to, and thereby reflect its benefits upon every portion of the State. Thirty-three miles of the Blue Ridge Railroad are already running in this State, and twenty in the State of Tennessee. The work which has been done upon the line is of the most permanent and thorough description, and will last for many years to come.

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This is, of course, a very great consideration in the adoption of a route intended for freight purposes, and is one of the greatest advantages the Blue Ridge line has over others. It is also a central line passing directly to Knoxville and the West without dependence, this side of Knoxville, upon any other railroad uniting with the main line, where its connection with Charleston is natural and easily controlled by the interests of the Greenville and Columbia and the South Carolina Railroads.

Its control in the interest of Charleston possesses us of the Raubun Gap, and the road to the Augusta and Knoxville, which might in the future prove inimical to the trade of Charleston and the material development of the State.

The soundness of these views is generally admitted, and the trouble in the case is one of finance. The road is an expensive one to build, and many have thought it would be too costly. There are, however, other roads on this account. In reply, the friends of the Blue Ridge Railroad present the condition of the road as gathered from the report of the President, Gen. Harrison, to Governor Orr in 1868, which may be briefly summed up as follows:

From the length of road from Anderson to Knoxville 196 miles of which 62 miles lie in North Carolina, 17 in Georgia, 73 in South Carolina, and 64 in Tennessee, 3,749,423 cubic yards of grading to be done, of which 80 per cent. is finished, leaving 729,629 to be done.

There are 78,718 cubic yards of tunneling, of which 66 per cent. is finished, leaving 26,680 to be done. There was 28,490 cubic yards of bridging and masonry, of which 74 per cent. is done, leaving 7,334 cubic yards.

In square drains and culverts there was 10,471 cubic yards, of which 84 per cent. is done, leaving 1,370 cubic yards.

In Georgia there was 1,362,643 cubic yards of grading, of which 45 per cent. is done, leaving 747,352. In tunnelling there was 44,639 cubic yards, of which 15 per cent. was done, leaving 37,657 cubic yards, of which, however, about three-quarters, or 28,611 cubic yards, had been done.

There were 7,347 cubic yards of masonry, of which 46 per cent. is done, leaving 3,977 cubic yards. In square drains and culverts there was 15,326 cubic yards of which 75 per cent. is done, leaving 3,795 cubic yards.

In Tennessee there was 1,812,373 cubic yards, of which 30 per cent. is done, leaving 1,267,911 cubic yards. In tunnelling there was 1,045 cubic yards yet to be done. In bridge and arch masonry, 2,681 cubic yards had been done, leaving 1,744 cubic yards.

In square drains and culverts 48 per cent. has been done, leaving 6,844 cubic yards.

In North Carolina no work has been done, leaving 2,146,252 cubic yards of grading, 24,496 cubic yards of tunneling, 2,681 cubic yards of bridge and arch masonry, and 11,068 cubic yards of square drains and culverts.

Since this report was made, a new line marked out for the road avoids the tunnel in this State, and passes the mountain with a short cut of fifty feet, so that the charge for tunnelling in South Carolina will be without the least doubt, less.

The new survey makes numerous improvements upon the line and greatly increases the cost of its completion, so that the friends of the road calculate that by this survey it can easily be built through to Knoxville at a cost of two or three and a half millions of dollars, as the most liberal calculation.

In order to put the road in shape for completion and secure the necessary means, the Legislature will be called upon to give certain rights and immunities to any person or persons who will complete it within a definite period, and some of the Counties along the line proposed to make liberal corporate advances to aid in this purpose.